President's reply.—The needful will be done to keep the Varkala-Quilon road in order. As regards the construction of a bridge at the Villi landing, Airur, the work is under investigation. There is difficulty for traffic only during floods. The Chief Engineer has inspected the site and the necessary steps are being taken. Provision for the work will be made in the next year's budget.

Member.—Even last year nothing was done though there was provision in the budget.

President.—The Varkala-Sivagiri branch road up to the Satram is in good condition. It is being maintained well. The portion beyond up to the Sivagiri temple will be arranged to be improved as a cart road. As regards the maintenance of the springs near the temple, you may present a separate application to the Chief Engineer and he will take the necessary steps.

Your request to take over for maintenance the six feet trace leading from Auchumuri to Chirakkara cannot be complied with, as that trace has not yet been cartable, and as it has steep gradients in many places to avoid which deviations have to be made. If the people will complete the work properly and apply, the matter will be considered.

As regards the construction of a road from Nilakkamukku to Kayikkara landing, the acquisition of the lands required for the road is reported to be costly. If the people will undertake to give the lands free, the work may be investigated.

59. Needs of the Traders of Quilon.

Mr. G. Venu Vadhyar (Member, Trading Classes, Quilon) began by saying that, as a centre of trade, Quilon was next in importance only to Alleppey. As most of the trade passed through canoes, it was necessary that proper facilities should be afforded for boat traffic. The only landing-place useful for trading purposes was the Valiapalakkadavu. The other two landings, *viz.*, Cutcherry Kadavu and Kurisumuttil Kadavu did not serve that purpose. The former was situated about a mile away from the market. It was used only by boats which plied to Kayankulam, Karunagapalli and other places. Though there was a good jetty at Kurisumattu, the place did not afford facilities for trading purposes, as it was crowded by steam boats plying to Alleppey, Karunagapalli and other places. The Kadavu was not only narrow, but also three or four furlongs removed from the market. Valiapalakkadavu was therefore the only landing place which was of service for trading purposes; but the landing there was not spacious enough to allow more than a few boats to load and unload at one and the same time. As a consequence, the merchants were often put to great loss and inconvenience. Though the Government were every year spending a good sum of money by way of improving that landing, such improvement had not resulted in any appreciable benefit to the traders. That was due to the narrowness of the canal near the bridge, which increased the force of the current, with the result that the revetments on either side were washed away. That could be avioded only by providing stone revetments for some distance on either side of the canal. The width of the landing place had to be substantially increased. It was also necessary that tanks and jetties should be constructed on either side of the canal from Kochupilammudu to Tuet Kadavu, stone revetments being provided and the roads on both sides being widened and gravelled.

The Member next invited the attention of the Government to the representation made at the Eighteenth Session of the Assembly by the Member for Trading Classes, Quilon, *re.* the construction of a bridge on the Quilon sea-shore.

The Member next referred to the Idanazhi road near the local Police Station which extended from the vegetable market northwards to the main road. He pointed out that that was the most important road in the market. During rainy season, the road was slushy, impassable and nasty, owing to the accumulation of stagnant water and the decay of vegetable matter. He prayed that the road be raised a little and that drains be constructed on either side so as to render the road fit for human beings to pass along.

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President's reply.—The subject you have spoken about was urged at the last session of the Assembly. New roads, jetties and ghats within municipal limits should be taken up by the respective Municipal Councils. The Municipality should submit schemes and, if it is not able to finance the works itself, it may start correspondence with the Government with a view to arrive at an understanding as to the proportion of the cost to be borne by either. It is only when sufficient money is not forthcoming for the purpose from municipal funds that the Government should be approched.

As regards the construction of jetties, since they are within municipal limits, the subject should be moved first in the Municipal Council and a resolution of that body should be forwarded to the Government.

Similarly, the metalling of the Idanazhi road has also to be considered in the first instance by the Municipal Council.

60. Opening of the Avanisvaram—Anchal road.

Mr. Krishnaru Damodararu (Member, Kottarakara taluk) represented that the eastern portions of the Kottarakara taluk suffered badly from lack of means of communication and that a road from Avanisvaram to Anchal was a great necessity. He said that there was no direct access to the villages beyond Vettikkavala. The people in the western *pakuthies* got their supply of paddy from the eastern parts and owing to the absence of a good road in those parts the cost of paddy was getting prohibitive. He had brought to the notice of the Government the crying need of the above road on several previous occasions and the Government had already sanctioned the work; but nothing had been done to give practical effect to that sanction. He requested that the work might be taken up at once.

President's reply.—As you have said, the opening of a road from Avanisvaram to Anchal is reported to be necessary. Provision will be made for the work in the next year's budget.

61. Facilities for communication in the Kartikapalli taluk.

Mr. V. Ramakrishna Panikkar (Member, Kartikapalli taluk) first stated that there was a proposal among the members to celebrate the Twentieth Assembly Day in a fitting manner and that he expressed the hope that the Government would co-operate with the organisers and lend them every help to make the function a success. He then congratulated the Officer in charge of the Administration for the rare privilege of being called upon to conduct the deliberations of the Assembly.

Coming to the subject of his representation, the Member said that his taluk—Kartikapalli—was one of the most important in point of revenue and population, but that it suffered from lack of good means of communication. Though Government had often given favourable replies to representations on the subject at previous sessions of the Assembly, nothing had yet been done to effect any improvement in that direction. He did not want any new works for his taluk; he only prayed for the improvement of the existing roads and canals.

The following works were referred to by the Member:—

(1) *Tottapalli road.*—That was a section of the Alleppey-Quilon road. He heard that that work had to be stopped last year, as the funds allotted for the same had been diverted for some other work. He wished to see that the work was completed at least during the current year.

(2) *Kartikapalli-Trikunnappuzha road.*—He said that, if that road was constructed, the isolated nature of his taluk would be a thing of the past. The road was only two miles long. It had to be gravelled, and a bridge and three culverts had to be provided.

(3) *Nangiarkulangara-Kayankulam road.*—That was a short cut from Haripad to Kayankulam. He learnt that provision had been made for the work in the current year's budget. He only prayed that the amount might not be diverted for other works and that the work might be completed as soon as possible.

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